assessed to the poor-rate,—or, that the rent which a tenant would give, "from year to year," for all the stations, stores, and mains, in the 23 parishes, must first be assumed; that the basis of this assumed rent should be the gas actually produced at the three stations, and sold in the 23 parishes; and from the rent, so ascertained, must be obtained the net rateable value of the whole property.

Then, that the net rateable values of all the stations and stores must be assumed and deducted from the net rateable value of the whole property, the balance being the net rateable value of all the mains in the twenty-three parishes, and that this balance should be divided in proportion to the quantity of mains in each parish,—or, that the stations and stores should be rated in the parishes in which they may happen to be situate, in proportion to their present value, and the net rateable value of all, deducted from the amount of the net rateable value of the whole property, including the stores and stations, and that the remainder should be divided amongst the twenty-three parishes, in proportion to the quantity of fixed apparatus situate in each parish, instrumental in earning gas rent,—the result would be:—

Net rateable value of all the stations	£5,438
Ditto of all the mains	3,320
Total net rateable value of the whole property.....	£8.758
Net rateable value of the Greenwich station	£1,316
Ditto of the street mains in Greenwich ..	314
Net rateable value of all the property in Greenwich	£1,630
The total present value of all the stations being.....	£173,238
Ditto of all the street mains.....	105,761
Total present value of all the property	£278,999
The present value of the station at Greenwich being.....	£41,953
Ditto of the street mains at ditto.....	11,048
Total value of the property in Greenwich	£53,001

The court decided that the assessment must first be made on the whole of the property in the twenty-three parishes, as a whole, in accordance with "The Queen v. The Great Western Railway Company," and that it was to be then divided, as contended for by the company's surveyor; that the net rateable value of the whole was to be 13,600*l.*, and in Greenwich parish, 2,532*l.*, viz., station, 2,045*l.*, mains, 457*l.* The case was gone into at great length; it came on by special appointment, and it occupied the court from nine until half-past seven o'clock.

The company have appealed against the assessment of their property in various parishes several times, for the purpose of having a principle decided, but have not succeeded before this case.

RAILWAY JOTTINGS.

A CONTEMPORARY, in allusion to past expenditure on some of our greater railway works, says,—"The sum of 140,000*l.* has just been expended on a new station at Euston-square; 243,096*l.* on the bridge over the Tyne at Newcastle; 126,960*l.* on the bridge over the Tweed at Berwick; and in the Eastern Counties *exposé*, the stations at Cambridge, Ely, and Peterborough, figure respectively in the sums of 90,555*l.*, 93,423*l.*, and 93,234*l.* But these are bagatelles compared with the expenditure on the bridge over the Menai, at Bangor, which the Chester and Holyhead Directors have admitted will cost 600,000*l.* (some people believe it will exceed 750,000*l.*), although Mr. Stephenson's estimate was only 250,000*l.* Costly as that bridge is, it will be out-Heroded by the projected Cornish railway bridge over the Tamar, at Saltash, where the centre pier is to be sunk 80 feet deep below the water's surface at low water spring tides; and as the Government stipulated that the bridge should be carried 100 feet above the high-water surface, making a total height of upwards of 180 feet, and thereby making the works much more extensive than those at Britannia-bridge, many persons doubt that Mr. Brunel will complete Saltash-bridge for less than one million! The whole population of Cornwall, including the Scilly islands, was, by the last census, only 341,279." The amount of some of this heavy expenditure we were ourselves the first to point attention to; but, though we have no desire to defend what may appear to be improper or imprudent outlay, or to commend any generation of men for going beyond its means, still it would be well, in fairness, to consider, that the fruits of such expenditure in the present instance are great and noble works, that future generations may not only benefit by, but honour the present for rearing, as a monument of their own greatness,—not blame them for as any thing like a monument of folly. The extravagance will be forgotten while its fruits will carry forth the unsullied renown of the present generation into future ages.——Far other may be the fate of some of those who have reared up vast but vanishing monuments to themselves out of the hard-earned wealth of the present generation. Though among the first to warn we were among the last to reproach. But far as past exposures may have exceeded previous belief, the present seem really past all belief. We are now assured that Mr. Hudson's cool *moral* courage went even so far as to convert 937½ shares, presented to him as a gift by one of those Companies over whom he reigned with his iron rule, into as many thousands and more; having sold out under the cloak of these gift-shares, no less than 10,894 in all, without the right to even a single share beyond the 937½ presented to him! We sincerely hope, however, for the honour of our race and generation, that the facts on which such a statement is grounded will be ultimately found to be capable of some much more charitable interpretation. Meantime it is asserted that a *profit* of 145,704*l.* was reaped on this one transaction alone!——The *Derby and Chesterfield Reporter* speaks of a new cast-iron girder to be patented by Mr. Rutter, Railway Inspector, the advantages of which consist "in the construction of the joint, as the joinings of the two half beams in the middle of the span, where girders of a very long stretch cannot be cast with any safety, in consequence of breaking, and damage they might sustain thereby." The girder is suitable, it is said, for bridges (railway) of 100 feet span and upwards.——A "railway steam-boat" of iron has been launched at Millwall, to ply as a sort of floating locomotive bridge, connecting the terminus of the Manchester, Sheffield, and Lincolnshire line with the town of Hull. It is supplied with engines of 150-horse power, and is expected to run at the rate of 15 miles an hour with passengers, who "step into a spacious saloon without the opportunity of knowing that they have left *terra firma*."——The erection of a large railway bridge, 75 feet 6 inches long and 30 feet high, in a week, says the *Bradford Observer*, may be regarded by some as an impossibility, but the feat has been all but accomplished on the Leeds and Thirsk Railway. Messrs. Garside and Parker, sub-contractors, laid the foundation of a bridge of the dimensions specified, behind the Retreat, at Armley, near Leeds, on Monday, June 25; on the evening of the following day the abutments were raised to the springing, and the centres placed for supporting the stones of the arch during its construction. On the Wednesday evening the key stones were fixed. On the following Friday the masonry on both sides was raised to the level of the cornices; and on the next day a roadway was made across the bridge, which would have been completed but for some little delay in the supply of stones for the parapet wall.——The viaduct at Coventry on the Nuneaton line has been completed. It is a quarter of a mile in length, is on a curvature, and consists of 28 arches each 40 feet span, and 15 rise. The pier and arches are of stone.——The Leeds and Thirsk line was formally opened on Monday week. It is 39 miles in length, with stations at Kirkstall, Horsforth, Starbeck, for Harrowgate and Knaresborough, Ripley, Ripon, and other points intermediate between the termini at Leeds and Thirsk. The Bramhope tunnel, already occasionally noticed, is one of the principal works on this line. It is two miles 234 yards in length, 25 feet in height, from formation level, and 28 feet 6 in width. No less than 1,563,480,000 gallons of water are estimated to have been pumped out during its progress. The line of tunnelling is almost straight throughout. The Crimple Valley is crossed by a viaduct of ten semicircular arches of 50 feet span each, and at a height of about 64 feet. Another viaduct crosses the Nidd Valley: it is of seven segmental arches, 50 feet span each, and rises 93 feet above the water. In crossing the Ure Valley, there is an embankment 3¾ miles long. An iron bridge 100 feet in span crosses the river Swale.

PUBLIC SCREENS—OR, PENALTIES INEVITABLE.

IN my walks through the streets of London, I have been struck by the great negligence of the Board of Health, in not providing places of retirement for the wayfarer. It is unnecessary to particularize the long ranges of busy causeway that may be travelled without a resort—but I believe that three miles (from Farringdon-street to Hyde Park) presents no refugium for pedestrians. In France it is ordered otherwise, and there no occasion exists for such warnings as "Commit no nuisance." I need not tell you what the real nuisance is—nor that pollutions of the most pernicious kind are driven into the narrowest alleys and amongst the densest of the poor population, and that there alone, in sight of women and children, those nuisances so obnoxious to the senses of the well bred are utterly unnoticed.

Impressed with the cruelty of these restrictions, and the injustice to the denizens of the humble quarters, whose vital air is vitiated even at their doors, I wrote a year back to the Woods and Forests, but was answered that "they had no funds applicable to that purpose." To whom then are confided these fiscal provisions which regard the health of citizens? Surely so indispensable a precaution cannot be beneath the dignity of high officials. A distinguished statist once wrote, "Nihil alienum mihi puto qui sit humanum,"—the natural weaknesses of humanity should be respected—a night's lodging in a police cell is rather a hard penalty for a resort to the alleviation of necessity.

In these particulars we might with advantage imitate our neighbours across the straits, and by providing sanitary retreats, obviate all occasion for either the interference of the constabulary, or the standing indecencies of notices and inscriptions which make immundities palpable, as well as the fact that the fashion of the day is mock modesty.

A few 7 feet slates fixed at stations not more than half a mile apart, with retreats, would obviate more irregularity than the whole police force, and at the same time conduce to the public health and decorum.

QUONDAM.

ON A METHOD OF COMMENCING DRAWING.

THE following system* has been pursued for about twelve months with the children between the ages of six and twelve of a village school in Kent, chiefly with the view of promoting habits of correct observation, and *of exercising all the faculties*. The lessons were given once, and sometimes twice, a-week, with occasional intervals; and they occupied about an hour each.

First Stage; outline Drawing with Chalk on a Black Board, large Slate, or common Board.—This material was adopted because it enforces a bold style, and precludes small drawing. More sketches can be made in a given time than with any other material: it can be erased with the greatest ease, and it is very cheap; but care must be taken that its facilities do not cause heedlessness and incorrectness.

I. Drawing from Simple Objects that require *no Perspective*; such as simple leaves, large feathers, a table-knife, gimlet, clasp-knife, hammer, apple, pear, turnip, carrot, onion, spade, shovel, painter's brush, flat brush, oval palette, hatchet, mallet, small saw, &c.

When simple forms can be sketched with tolerable ease and correctness, the pupils commence

* According to the *Journal of Design*.

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